









## THE ORIGIN OF GOLD

Mr. Trout's Paper Brings Forth a Letter from a Seattle Miner.

A Theory Which Fits in Well With The Facts Related by the Miner.

The paper by Peter L. Trout, on the origin of gold found in the sands and streams of the Northwest, which was published on Saturday and also appeared in the Sound papers, has caused Rev. A. L. Hutchinson to write as follows to the Seattle P.L.:

"I was deeply interested in the paper on mining by Mr. Peter L. Trout, published Friday morning in the Post-Intelligencer. I was interested because of information concerning placer gold deposits; and more especially because it comes from one who speaks from practical observation, because it is a remarkable theory of the Vallian Theory of the Earth's Formation."

"I have been a student of Professor Vall's annular system theory for several years. To my mind it supplies the information so much desired by Mr. Trout, and goes far also to support his view that placer gold does not necessarily, if ever, come from quartz veins."

"According to the annular theory the earth has passed through the various geological ages by a series of rings similar to the ring system of Saturn. Each of these rings formed a geological age, being precipitated upon the intensely heated globe, perhaps millions of years ago and at intervals of long duration."

"The ring containing the heavier materials would naturally be the first to fall. This would act like smothering a fire in the stove with fine fuel; an explosion must necessarily follow, and if the fire covers the point up to be sufficient power, it will throw the finer or lighter particles of debris out into space. This is what occurred after each annular precipitation. These explosions carried into space great volumes of matter in various degrees of density. This debris became suspended in space by the natural laws of centrifugal force and gravitation."

"Meanwhile the earth continues to revolve upon its axis and the suspended substances form a canopy and then a ring, and thus take up the motion of the earth at a retarded rate of speed. The velocity of the earth's surface decreases as we approach the poles from the equator. Hence the suspended canopy would naturally drop to the position of lesser motion, and by and by lose the centrifugal motion and, yielding to the gravity, would in due time come to rest upon the earth, first at the poles."

"This opens to me a delightful field for study, but I will pass it by for the present and come to the placer gold. Now notice: If a great eruption took place, as I have indicated, the result would be that a great volume of meteoric dust would be held in suspension in space. It would contain minute particles of granite substances, perhaps the ruby sand, among which would be found minute particles of gold—one of the most indestructible of the known metals. This meteoric dust would be present in all of the earlier annular systems, and hence will now be found in different geological formations."

"Now, the first precipitations of the overhanging canopy would occur at the earth's polar regions and take the form of snow. This would assume incalculable proportions; possibly miles in depth. This snow now contains our placer gold. The next annular system extends over the earth in suspension. The temperature rises. The polar snow of the former precipitation now gradually melts, and when the succeeding system falls our vast field of snow becomes the beginnings of the great glaciers. This process is repeated until the Neuchian age dawns upon the earth."

"According to the annular theory the autochthonous lived in a hothouse climate, under the deluge canopy. After the deluge, which was simply the mere precipitation of the annular systems, glaciation went rapidly forward, and many, if not most, of the glaciers now in existence are the products of the last age. Now, the oblique or dead glaciers we should expect to find covered with telluric substances, like meteoric dust. This is in fact the very condition which Mr. Trout describes in his excellent paper. As time passed on, many of the glaciers were doubtless carried by the newly-melted snows to great distances from their original homes. The rushing, eddy currents of the great ocean, and the tidal waves, movements of the tides would gather these glaciers into groups, piling one upon another, and leaving them in some unprotected section along the great shore line of the ancient oceans, or carrying them equatorward, as the laws of the earth's motion would require. These vast fields were deposited in the subsiding oceans or lakes, with their treasures of gold to be hidden away in the sands of the mountain ravines or dried-up ocean beds, just as Mr. Trout tells us is the fact in all the Western country—or at least in Eastern Oregon, Washington and British Columbia."

"Wherever placer gold is found it may be worked for what it is worth, for in 50 per cent. of instances, it will have no direct connection with quartz deposits or ledges, but will be found to be the unloading of some ancient glacier or ice sheet, which vanished from the earth in that region."

"This theory also explains the vast deposits of gold in South Africa. Of this particular field of gold Prof. Vall, author of the 'Annular System,' writes as follows:

"In this plan of gold deposition we look back into Permian time and see a great vapor canopy laden with its golden wealth, hanging like a molten heaven over the earth. See it part at the equator. One half of it rides slowly to the north world; the other gravitates slowly towards the south world. Thus in the course of centuries it falls, and the snow piles of the Arctic and Antarctic continents. As time rolls on this continent of snow becomes a continent of ice piled mountain high. \* \* \* We see in imagination thousands of great southern icebergs borne to this spot of ancient

Africa, as in an edging sea, just as we see these gather to-day off the banks of Newfoundland. There, in warmer waters, they melt and drop their load."

"Now, I am not a mining expert, but Mr. Trout's facts and my theory seemed to fit so beautifully that I could not refrain from recording these conclusions."

## REMARKABLE CASES

Chronic Invalids Raised From Their Sick Beds After Giving Up Hope.

London, Ont.—Henry R. Nicholls, 176 Rectory street, catarrh recovered. Dr. Chase's catarrh cure. 25c.

Markdale—Geo. Crowe's child, itching eczema cured. Chase's ointment.

Truro, N.S.—H. H. Sutherland, traveler, piles—very bad case; cured; Chase's ointment. 00c.

Lucan—Wm. Branton, garden, pin worms; all gone. Chase's pills.

12 Annals—Peter Van Allen, eczema for three years. Cured. Chase's Ointment.

Gower Point—Robano Bartard, dreadful itching piles, 30 years. Well again; Chase's Ointment. 00c.

Meyersburg—Nelson Simmons, itching ulcers; cured. Chase's Ointment.

Malone—Geo. Richardson, kidney and liver sufferer; better. One box Chase's Pills. 25c.

Chesley—H. Will's son, crippled with

## BOUNDARY DISTRICT

Sends Delegates to Secure Better Freight Rates and a Wagon Road.

Messrs. Smalles and McDonnell Describe the District's Prospects.

To the west of Trail Creek and north of the international boundary line is situated a district not so well known as Kootenay but which nevertheless contains equally large and rich bodies of ore. This Boundary Creek district, as it is called, contains an area of over 400 square miles, all of which is highly mineralized. Its area varies from the simplest free milling to the most complex smelting. The distributing point for supplies for the different camps in the district is Greenwood City which is rapidly growing and is now a place of considerable importance. Surrounding it are Greenwood, Copper, Deadwood, Summit, Brown's and other camps, where large copper-gold ledges are to be found, while in other directions are Skylark, Long Lake, White's, Prov-

90 miles from Greenwood. On the other hand the Northern Pacific carries goods to Marcus, which is only 60 miles from Greenwood. The wagon road from Marcus to Greenwood besides being 30 miles shorter is a fairly good road, while the one from Penticton is for the first fifteen miles almost impassable. The consequence is that goods can be hauled from Marcus to Greenwood for 1.50 per 100 pounds while the Penticton teamsters make but little money at \$2 per 100 pounds. Mr. Smalles, in discussing the matter with Mr. Cameron showed that this difference in distance and cost of teaming discouraged the importation of goods through Canadian territory. The only way to counteract this was by receiving better freight rates from the C.P.R. Mr. Cameron replied that under the present arrangements with other railway companies, they were compelled to charge the same rates to their terminals. Penticton, as was charged by the Northern Pacific company to Marcus. Mr. Smalles then pointed out that the C.P.R. could get over the difficulty by making Penticton a terminal. This would save 100 miles of hauling over the worst part of the wagon road and the teamsters on this side would then be able to compete on equal terms with those from Marcus. Mr. Cameron promised to discuss Mr. Smalles' suggestion with the other officers of the C.P.R. and there is a very good chance of their being carried out.

Mr. Leslie Hill, a mining man of experience, bonded the Jewell and Dimerio Grande claims in Long Lake camp for \$25,000. Messrs. Farrell and Midgemon of the Purport Smelting Company, Butte, own several claims in Summit Camp and they have expressed their intention of working them during the coming summer. The Kootenay Mining Company are also heavily interested in the district and the revenue received by the government was sufficient to warrant its giving more attention to the district. Mr. McDonnell also points out that the district has the additional advantage of having coal and flux. The coal yields nearly 70 per cent in coke and will therefore be of the greatest value for smelting purposes.

Mr. Smalles, as well as other prominent business men of the interior, is anxious to see a railway built from the coast through the Boundary district and on to Kootenay. From a purely business standpoint, the wants of the business men of the district would, in his opinion, be met by the early construction of the railway through the Crow's Nest Pass. By this road eastern wholesale men could send in goods at reasonable prices but in the interests of the province every effort should be made to secure the early completion of the coast railway. Business men in Boundary Creek and Kootenay would prefer dealing with the wholesale men of the

## THE QUEEN'S SPEECH

Considerable Attention Has Been Given to the Question of Irish Taxation.

Forecast of What the Government Intends to do for Ireland.

London, Jan. 18.—The Queen's speech at the opening of parliament will refer at considerable length, so it is understood to the Irish taxation agitation. A great deal of attention has been devoted to the subject. On January 5th the committee of the cabinet consulted Earl Cadogan, lord lieutenant of Ireland, and Mr. Gerald Balfour, chief secretary for Ireland, on the subject, and since then communications have been constant between the ministers. Leading Unionist members of both houses have been sounded as to the best course for the government to take. The final draft of the speech will be decided upon on Thursday, and will, be signed by the Queen in council at Osborne House, Isle of Wight, the day after. The ministers who attend the Council will travel from Victoria station by special train and will cross to the Isle of Wight on one of the royal yachts. The accepted opinion in the ministerial circle is that if the subject of Irish financial reform be mentioned at all, it will be an indirect allusion in connection with the government's measure for the constitution of a board of agriculture in Ireland. This bill, which was fully prepared months ago, has been before the cabinet for revision, and is to be re-drafted, a significant fact, suggesting some important changes in its provisions. The bill, besides creating the new Irish department, will empower the board to draw from the imperial exchequer a large annual sum in aid of Irish agriculture and cognate industries, such as the fisheries.

These proposals must fall so lamentably far short of what is demanded as to justify the Nationalist-Unionist coalition in treating them as a mere instalment. The exact line of opposition to the government to be adopted by the coalition will not be fixed until after the debate on the bill in reply to the Queen's speech has opened, when there will be a conference between the Nationalist leaders and the members representing the Irish landlord's interests. An interesting question for the government is how far the coalition will work together—whether they will limit their combined action to Irish finances or go further. Unionists like Col. Sanderson cannot be expected to abandon their hostility to the old form of home rule, but already it is known that the Irish Unionists who have hitherto opposed all bills introduced by the Nationalists, are ready to rally their opposition, and on some Irish questions to even take united action against the government. Among the foremost Unionist speakers who support the coalition will be Mr. Horace Plunkett, Col. Sanderson and Sir Edward Clarke. The latter holds a brief from the Irish landlord interests, which would likely get the main portion of what may accrue to Ireland when financial redress is granted.

## POLITICAL DINNERS.

Liberal-Unionists Will Continue Their Existence as a Separate Section.

London, Jan. 16.—The Conservative papers announce that the Duke of Devonshire, who excited discontent in Tory quarters by giving a Liberal-Unionist dinner on the evening of the opening of the last session, would not repeat the experiment. The Duke, however, will give his dinner party again on Monday evening. The Liberal-Unionists have no intention of allowing their existence as a separate section to be ignored by the country or their present allies.

The allies of Earl Spencer, who is mentioned as the successor of Lord Rosebery as Liberal leader in the house of Lords, will give a dinner to the Liberal peers. The Earl will preside at a meeting to be held on January 19 to elect Lord Rosebery's successor.

## WORSE THAN STRIKES.

Several of the Large Colorado Mines to be Shut Down.

Denver, Jan. 16.—A special to the Times from Leadville, Colo., says: The crisis in the troubles of Leadville has been reached, and a calamity far worse than the strike of the metallic miners has overtaken the camp. For the first time in fifteen years the immense pumps that have drained the big mines on Carbonate hill, the wealthy centre of Leadville, have entirely been pulled out, while the pipe lines connecting with the pumps are to be removed at once. The Maud of Erin pumps had a capacity of 1200 gallons of water per minute, and depending upon them were nearly all the great mines of Carbonate hill, and these probably will fill up slowly, so that the down workings may not be reached by the rush of waters for a month or two. It is, however, only a question of time, and in a month will undoubtedly find many mines idle as a result of the flood.

Persons who are troubled with indigestion will be interested in the experience of William H. Peto, chief clerk in the railway mail service at Des Moines, Iowa, who writes: "It gives me pleasure to testify to the merits of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For two years I have suffered from indigestion, and am subject to frequent severe attacks of pain in the stomach and bowels. One or two doses of this remedy never fails to give perfect relief. Sold by all druggists, Langley & Henderson, Bros., wholesale agents Victoria and Vancouver."

Ask your grocer for

**Windsor Salt**

For Table and Dairy, Preservative and Best



## AT THE GATE OF THE MORNING.

"All classes of society are at this moment anxiously awaiting to enter the era of prosperity."—Mr. Laurier's speech at Montreal.

rheumatism and suffering from diabetes, completely recovered. Chase's Pills.

Matchard Township—Peter Taylor, kidney trouble, 30 years; cured. Chase's Pills. 25c.

Toronto—Miss Hattie Delaney, 174 Crawford street, subject to perpetual colds. Cured by Chase's Syrup of Linseed and Turpentine. 25 cents.

Dr. Chase's remedies are sold by all dealers. Edmanson, Bates & Co., manufacturers, Toronto.

## THE SULTAN AND ELECTRICITY.

The Sultan seems to have a curious mingled liking for and aversion to electricity. Some years ago he caused to be erected in the grounds of Yildiz Kiosk, a small theatre lighted by incandescent lamps. One day he saw the workmen trenching the walls in order to bury the wires leading from the engine room to the theatre, and stopped the work, insisting that the wires should all be placed in sight on poles, as he feared that otherwise they might be used to produce an explosion! He has also an electrical boat on a small lake, an English dog cart driven by electricity, and a tiny electrical tramcar, upholstered in satin and gold, which runs in a circle. It is said that he has never yet ventured inside any of these vehicles; and also that he has forbidden the use of telephones in Constantinople, lest murderous conspiracies should be devised over the wires.

dence and Smith's camps with large bodies of silver-gold ores.

While the district is so rich in minerals of every description, it is in a measure handicapped by the lack of railways and wagon roads. It is blessed, however, with an enterprising people who have not only the fullest confidence in the wealth of their district but are also determined that that wealth will not lie dormant if push and enterprise will prevent it. The Boundary Creek Mining and Commercial Association, with headquarters at Greenwood City and the Anacosta Commercial Club, met recently and discussed the question of securing better freight rates from the C.P.R. and government assistance to build a wagon road from Greenwood to connect with the main road which runs to Grand Forks on the Kettle river. Two of these delegates, Mr. Ralph Smalles, and Mr. T. McDonnell, are at present in the city, while the third, Mr. Robert Wood, the founder of Greenwood City, is expected here shortly.

Mr. Smalles, who is a member of the firm of Rendell & Co., general merchants of Greenwood, has already interested Mr. Allan Cameron, district freight agent of the C.P.R., regarding rates to Penticton on the Okanagan lake. At present the C.P.R. carries freight for the Boundary Creek district to the terminus of the Shuswap and Okanagan railway and from there by steamer to Penticton, which is about

In the matter of securing government assistance for the construction of a wagon road to connect with the main road to Grand Forks, Messrs. Smalles and McDonnell are fortified with a petition, numerously signed by the residents of the district. The length of road to be built is about fourteen miles. It will run up Elbow creek between Summit and Pass Creek camps, down Fisherman creek to connect with the road already built up the North Fork of Kettle river. This road will run through a pass in the mountains 1500 feet lower than that through which the main road passes, and will be a country where less snow falls, will be easier to construct and maintain and will be better in every way. To show the importance of constructing this wagon road, it need only be mentioned that last summer, Messrs. Rendell & Co., at their own expense built a trail to Summit Camp in order that they could send in the large quantities of supplies required there. It would also pass near Penticton, Kimberley and Long Lake camps where many men are employed in developing mines.

Mr. McDonnell has been in the district for several years and owns several promising mining properties. He is firmly impressed with the richness of the district and believes that considerable ore will be taken out next summer. No better criterion of the wealth of its mineral deposits can be found than the fact that recently

cost, prices and railway facilities being equal, but they would buy in the cheapest and most convenient markets. In Mr. Smalles' opinion the coast merchants can retain and increase the trade in the wonderful mining region of Southern British Columbia only by the early construction of a direct railway from the coast.

Mr. Smalles shows the necessity for such a railway by pointing to the fact that because of the necessarily high charges for hauling freight into Greenwood, hay is selling there for \$35 a ton, oats for \$40 a ton, and other articles are proportionately high. A direct railway, with reasonable freight rates would reduce the prices almost 50 per cent.

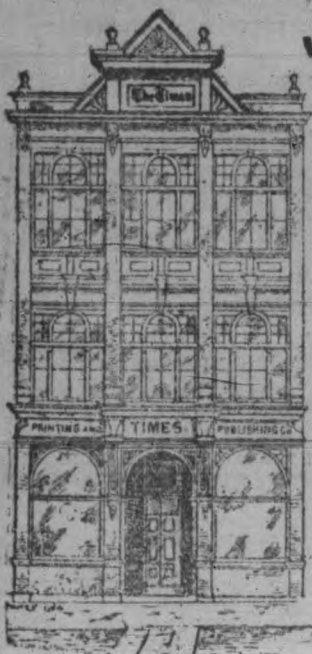
## LITERARY NOTES.

Mary E. Wilkins is engaged in writing a series of striking sketches of New England neighborhood life, for the Ladies Home Journal. They will portray a small community's social indulgences, sketching the old-fashioned quilting party, the time-worn singing school and an apple-tarting bee.

Will positively cure sick headache and prevent its return. Carter's Little Liver Pills. That is not talk, but truth. One pill a dose. See advertisement. Small pill, small dose. Small price.

—Finnan Haddies and Glasgow Beef Ham at R. H. Jameson's, 33-Port St.





The Daily Times.

## BALLOT BOX TAMPERING.

From the proceedings in the Winnipeg and Macdonald election cases, and from the evidence brought out in the prosecution of certain men who acted as deputy returning officers, it is plain that a large amount of tampering with the ballot boxes was done in Manitoba at the late Dominion general election. There was also a very large amount of corruption indulged in on behalf of the Conservative candidates, both of whom acknowledged this by giving up the contest in the courts. But though bribery and corruption are bad, they are mild offences compared with the plot to steal the seats by manipulation of the ballot boxes, and it is to be hoped that the prosecutions for this piece of crooked work will be maintained. That such work was deliberately planned from the start is evident from various circumstances. For instance, it is related of one man who was sent out from Winnipeg to serve as a deputy in Macdonald constituency that he was well known as a gambler and had served a term in jail under a conviction for gambling. In one case the official returns showed 19 ballots marked for Dr. Ruthford, the Liberal candidate, whereas 29 witnesses have sworn that they marked their ballots for him. "The plan was to have Boyd ballots ready, and when a pronounced Liberal came to vote one of these would be substituted for the paper marked by the voter himself. For this purpose it was necessary to have deputies who were both deaf and dumb and devoid of conscience, and thus it came that men of such shady characters were employed in this capacity. How successfully public opinion in Manitoba was thwarted by such disreputable methods may be fairly well known by the time the cases are all heard. It is not at all surprising that Manitoba under this manipulation should have returned a majority to sustain the *Thrupp* combination.

It is to be hoped that the wishes of the Boundary Creek people, in regard to the improvement of transportation facilities, will be satisfied. The resources of the district, now undeveloped, are known to be of great richness, and not only the residents there but the people of the province generally will profit by a proper opening up of the district. Railway connection only can give full opportunity to take advantage of the hidden wealth of that country, but in the meantime much might be done by granting such improvements in the way of roads, etc., as the residents ask.

Nelson papers have announced that the C. P. R. has made a rate of \$5.50 per ton for carrying ore from Slocan points to Nelson, which is just half the rate charged from the same points to Everett and Tacoma. This is taken by some of our contemporaries to mean that the railway company desires to encourage Canadian smelters. This desire is an extremely laudable one, if it is really entertained, and it would be most satisfactory to see the company extend the same policy to all its dealings with this province. So far it has followed the "all-the-traffic-will-beat" policy, regardless of what effect it might have on the development of the province.

The Quebec bishops having found that their mandements had no effect on the people of this province, have decided to tax "to help Mr. Langevin with his schools." They do not believe that by touching the pockets of their parishioners they will touch their hearts and thus induce them to rise up against the school settlement. Judging from the reception Messrs. Laurier, Greenway and other Liberal leaders received in Quebec, this little artifice, to assist the Tories, will fail.

Eight Conservative members have been assented by the courts since the general election, while not one Liberal's seat has been successfully attacked. Certain Conservative papers might now recall their moralisings on the subject of Liberal bribery and corruption. There is

not much comfort for our Tory friends in the fact that they have no chance whatever of making gains in the by-elections, while they stand on lost ground. The memory of the Cornwall contest is rather a damper on their feelings.

It seems necessary to inform the Colonist that the man Jackson, sent to jail in Winnipeg for obtaining money on false pretences, is not a "notorious Liberal." He was in fact one of the active workers for the return of Mr. Hugh John Macdonald at the late election. It is well to stick to the truth even in small matters.

Remember the workman's first friend—the Russ House.

## AN M.P.P. ON YUKON.

To the Editor: At the Board of Trade general meeting yesterday, where I had the honor, by request, to make a few remarks in favor of the opening up of a new route through British Columbia to the Yukon country, so that the merchants of this province might have the opportunity of obtaining a share of the trade of the Yukon, which hitherto has been cornered by our energetic and aggressive neighbors, I was somewhat surprised to find the representative for this district in the provincial legislature, posing as the champion of the present route via Lynn Canal and Chilcot Pass, and as if not content with the immense region and rich mineral territory which has been placed in his charge by the electors, he has strayed away to "foreign pastures," and turned his back on the development and advancement of his legitimate constituency. He boastfully refers to the fact that as far back as the year 1874 he had navigated the Stikine river, and knew all about it, and stated, by way of rebutting depreciation that I had never been there. Admitting that the M.P.P. did navigate the river Stikine in 1874, he could only have been a raw youth at that time—not likely to know much or care about the country towards Teslin lake, so I think I may safely venture to assert (subject to correction) that he has never been five miles in the interior of the country north or west of the Stikine river. I do not pretend to have been personally at or on the river referred to, but I believe that I know more about north-western Canada than the incumbent M.P.P. does. I further say that all that is necessary to be known about the Teslin lake route, which is not known at present, I will take care to become fully acquainted with, when the provincial government has detailed a trustworthy surveyor to ascertain and report on the best location for a trail or road. It was with this object in view that a deputation connected with a memorial signed by over sixty of the leading merchants and business men of Victoria met, on Wednesday last, the minister of finance, the provincial secretary and the attorney-general, and were most favorably received by them. A similar memorial, signed by nearly fifty of the principal wholesale merchants of Vancouver city has been handed in to the minister of finance. There seems little doubt but the request of those memorialists, only asking for a "track survey," will be granted, as the expense will only be trifling, and properly belongs to the development of the province.

ALEXANDER BEGG, C.C.  
January 16th, 1897.

## RESCUED FROM THE RIGGING.

The last Oriental Mail advises brought details of the successful efforts to rescue the crew of the wrecked Japanese steamer *Himeji-maru* under sensational circumstances by a party sent out on the German steamer *Siegfried*. The rescuers reached the *Parasol* reef about midday on November 10th, and found the *Himeji-maru* lying broadside on the northwest side of Bombay reef with a list of about fourteen degrees to starboard. When the *Siegfried* appeared in sight the rigging of the disabled steamer was manned by the Japanese, who cheered loudly as the ship approached. It was found impossible to approach near the vessel owing to the rough seas.

J. Gilchrist and G. White, who were in charge of the salvage party, pulled off to the *Himeji-maru* in a small boat, which, on nearing the ship, was capsized, and they were left struggling in the water only to be thrown on a reef by the heavy breakers, "escaping with their clothes torn to shreds. On boarding the steamer it was found that all the lifeboats were lost, with the exception of one which was smashed into a shapeless mass. The fore and mizzen topmasts had been taken down, and all the boom cut away to make raft, which lay alongside the vessel. The engine room, stoke hole and fore hold were full of water, which rose and fell with the tide.

The rescuers were compelled to remain all night on board the straggled steamer and next morning the *Siegfried* was not to be seen, but about 4 o'clock she was sighted and the *Himeji-maru* signalled to her to be ready early in the morning to launch the lifeboats. Considerable difficulty was experienced in transferring the Japanese and their baggage, as there was a heavy sea on. On the second voyage of the lifeboat, with the chief officer of the *Siegfried*, the boat was badly smashed on the reef, but she was temporarily repaired. Great annoyance was caused by the Japanese without dragging large boxes and other baggage with them into the boats. The captain reported that he had great trouble with the crew when the ship went on shore.

On November 12, however, the crew, with the exception of the captain, a second engineer, a steward, a boy and a cook, were transferred to the *Siegfried*, and she steamed off to Hong Kong. On the voyage, up from the coast some trouble arose among the Japanese about the water on board the steamer. The second engineer had reason to interfere in the dispute, when a mob set upon him and he had to seek refuge in the chart-house, and several were noticed with revolvers, knives and sticks in their hands. It was with considerable difficulty that the enraged Japanese were quieted down and persuaded to remove to their own quarters. In

## THE HUNGARIAN NATURAL APERIENT WATER

**Munyadi Janos**

PROPRIETOR **ANDREAS SAXLEHNER**

Purveyor by special appointment to H. M. the Emperor of Austria and King of Hungary.

CAUTION: None genuine without the signature of the firm "Andreas Saxlehner" on the label.

the position the *Himeji-maru* lies at present she is exposed to the full force of the north-east monsoon and any attempt at rescuing her will have to be delayed until more favorable weather. To remove the cargo at present would be a dangerous proceeding both to the ship and those employed in the work. She is said to have over 200 tons of copper on board, worth about a lac of dollars.

## PIGMIES FROM THE EAST.

There are now on exhibit in one of the museums of the German capital specimens of a pigmy race who were recently brought from one of the provinces of British Burmah, on the banks of the Irrawaddy river, not far from its mouth. These diminutive human beings are different from any heretofore seen in Europe. They are physically and mentally normal—perfectly formed and intelligent beings. They look like little statues carved by a master's hand, and, since their pretty faces are always smiling at the people whom they see, it is easy to understand why they have delighted all visitors to the museum.

The girl, Fatmah, is sixteen years old, 25.35 inches high and weighs 8.8 pounds. She is said to be hardly fourteen years old, about two inches shorter and weighs about half a pound less than his sister. They were presented to the British Anthropological Society last month by Professor Virchow and aroused an altogether uncommon interest on the part of the scientists. It is said that Prof. Virchow will soon publish a monograph about them. Accompanying the little people are their parents—Meng Song, the father, and Maschima, the mother—as well as their brother, Tui-tien, who is eleven years old and of normal size. All three are of the true Indo-Chinese type.

## POWDERED COAL AS FUEL.

The use of powdered coal as a fuel is attracting considerable attention in Europe at the present time, and a number of experiments have been made or are still being conducted to determine the efficiency of this method of firing boilers. In some tests made recently at Moabit hospital, in Berlin, three inventors of promising processes—Messrs. Wegener, Friedberg and Schwartzkopf—were invited to take part. In the Wegener plan the fuel is fed into the fire box by a small turbine driven by the draft of the chimney, so that the operation depends considerably on the force of the wind and the temperature of the outside air. Friedberg's system requires considerable mechanical power, as the coal dust is fed by air pressure under forced draft. The action of this plant is said to be hindered by moisture in the fuel. In the Schwartzkopf plan a small rotary brush of steel wire, needing only one horsepower to drive it, applies the powdered fuel to the combustion chamber, and its action is quite independent of the condition of the fuel, of the weather and of the temperature. In the tests mentioned the Schwartzkopf apparatus proved the most satisfactory. It is reported that at a sugar refinery at Algersmisen there was a saving of 22 per cent of fuel, as compared with ordinary combustion on fire bars, while at a cinchona factory in Vienna the saving was 45 per cent. The success of various experiments made up to the present time has induced the managers of the Osterwald sugar refinery to undertake extensive mechanical power, as the coal dust is fed by air pressure under forced draft. The action of this plant is said to be hindered by moisture in the fuel. 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